AMENDMENTS TO THE SPECIFICATION

On page 8, please replace the paragraph beginning on line 8 with the following amended paragraph:

The bead regions **238a,238b** comprise an inextensible bead core **244a** and **244b**, respectively, and an elastomeric torus or ring **246a** and **246b**, respectively. Each elastomeric torus **246a,246b** is located laterally outward from and adjacent to the bead cores **244a,244b**, respectively, relative to the equatorial plane **EP** of the tire **230**. The elastomeric torus **246a,246b** is preferably constructed of a pre-cured or partially cured rubber so that the torus can be easily handled and will maintain its shape during the initial manufacturing stages. The toruses **246a,246b** can be reinforced by fibers of materials including glass, aramid, steel and polyester. Preferred section diameter of torus 246a, 246b is 5mm to 8 mm which is compatible with the carcass ply flexiblity. While the toruses are shown with a circular cross section, it is within the scope of the invention to provide a torus with other geometrical cross sections, such as but not limited to square, oblong, triangular and [octaganol] octagonal.

On page 8, please replace the paragraph beginning on line 20 with the following amended paragraph:

Referring to **FIGURE 3**, a detail the bead region **238b** of the tire **230** mounted on a tire rim **358** is illustrated. Bead region **238a** is a mirror image of bead region **238b** and therefore not discussed. As shown in **FIGURE 3**, ply **242** extends down sidewall **236b** and includes a turnup end **242b** that initially wraps around and under bead core **244b**. Turnup end **242b** then extends laterally outward under the bead core **244b** relative to the [equitorial] equatorial plane of the tire **230**, under the elastomeric torus **246b** and is then turned up and around the elastomeric torus **246b**. Continuing, the turnup end **242b** is folded back under the bead core **244b** so that the locked end section **250b** of the carcass ply turnup end **242b** is located radially inward of the bead core **244b** and anchored between the bead core and the initial turn of the carcass ply end **242b** where it extends laterally outward from the central portion of ply **242** and around and under the bead core **244b**. Note that the locked end sections **250a,250b** can wrap around the bead cores **244a,244b** and extend upward adjacent against the central portion of the ply **242**.

On page 10, please replace the paragraph beginning on line 5 with the following amended paragraph:

Referring to **FIGURES 4A,4Band 4C**, several steps in the process of forming the bead regions **238a,238b** using a substantially conventional tire building drum are illustrated. Only the formation of bead region **238b** is described, since both regions are formed in the same manner. **FIGURE 4A** illustrates the initial step in process of building the tire **230** according to the present invention wherein the carcass ply **242** is placed on the tire building drum **452** followed by the addition of the elastomeric torus **246b** above a groove **454b** formed in a section **452b.** At rest, the inside diameter of the elastomeric torus 246b should preferably be slightly smaller than the diameter of the drum 452 at the bottom of the groove **454b** during the initial building step. The elastomeric torus **246b** may be held in place within groove **454b** in section **452b** of the drum by pressing the elastomeric torus into groove **454b** by any conventional means. As illustrated by **FIGURE 4B**, the turnup end **242b** of the carcass ply **242** is then folded back over the elastomeric torus **246b** toward the center section **452c** of the drum **452** and the bead core **244b** is placed upon the locked or anchored end section **250b** inwardly of and adjacent to the now enfolded torus **246b** relative to the center portion **452c** of building [drim] drum **452**. Referring to **FIGURE 4C**, the center portion **452c** of the drum **452** is expanded prior to the addition of the chafer **248b** to prevent movement of the bead core **244b** when the carcass **242** is inflated and the manufacture of the tire **230** is completed by conventional tire building processes well known to those familiar with the art.